



County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

5555 OVERLAND AVE, SUITE 2188
SAN DIEGO, CALIFORNIA 92123-1295

(858) 694-2212 FAX: (858) 268-0461
Web Site: sdcdpw.org

NOTICE OF INTENT TO ADOPT A MITGATED NEGATIVE DECLARATION July 3, 2006

NOTICE IS HEREBY GIVEN that the County of San Diego is proposing to adopt a Mitigated Negative Declaration in accordance with the California Environmental Quality Act for the following project. The proposed Mitigated Negative Declaration can be reviewed at the Department of Public Works, Environmental Services Unit, 5469 Kearny Villa Road, Suite 305, San Diego, California 92123, at the Bonita-Sunnyside Library listed below, and at www.sdcdpw.org/esu. Comments on this proposed Mitigated Negative Declaration must be sent to the DPW address listed above adding MS 0385 to the street address line, and should reference the project name. If you wish to challenge the County's action on the following Mitigated Negative Declaration in court, you may be limited to raising only those issues, which you, or someone else, have raised in written correspondence.

Plaza Bonita Bike Path Project (1C4000): The project proposes construction of approximately 3,150 linear feet (lf) of a two-way bike path and an equestrian trail along Plaza Bonita Road between Bonita Road and Bonita Mesa Road. The 8' wide paved bike path and 5' wide equestrian trail within a 17' graded corridor, begins at the northeast corner of the Bonita Road-Plaza Bonita Road intersection and heads north through the Western Staging area parking lot of the County Sweetwater Regional Park. The bike path then connects with an existing dirt pathway at the northern edge of the staging area and heads in a westerly direction until it reaches a concrete underpass under Plaza Bonita Road. The bike path and equestrian trail traverses through the underpass and follows, for the most part, an existing disturbed path on the south side of Plaza Bonita Road for approximately 1,300 lf to the existing bridge over the Sweetwater River. At this point the bike path crosses the bridge deck on the west side, protected by a guardrail. The final 400 lf of the bike path connects from the end of the bridge to the northwest corner of the Plaza Bonita Road-Bonita Mesa Road intersection. Through this segment the bike path will be located behind the curb in the existing 9' wide parkway, again protected by a guardrail. This parkway is located east of the existing rip rap along the eastern bank of the Sweetwater River.

Comments on this proposed Mitigated Negative Declaration must be received no later than August 1, 2006 at 4:00 p.m. (a 30-day public review period). This proposed Mitigated Negative Declaration can also be reviewed at the Bonita-Sunnyside Branch Library, 4375 Bonita Road, Bonita, CA 91902. For additional information, please contact Julia M. Quinn at (858) 874-4054, fax (858) 874-4043, or by e-mail at Julia.Quinn@sdcounty.ca.gov.



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Web Site: sdcpw.org

MITIGATED NEGATIVE DECLARATION

July 3, 2006

Project Name: Plaza Bonita Bike Path (1C4000)

**This Document is Considered Draft Until it is Adopted by the Appropriate
County of San Diego Decision-Making Body.**

This Mitigated Negative Declaration is comprised of this form along with the Environmental Initial Study that includes the following:

- a. Initial Study Form
 - b. Environmental Analysis Form
1. California Environmental Quality Act Mitigated Negative Declaration Findings:

Find, that this Mitigated Negative Declaration reflects the decision-making body's independent judgment and analysis: and that the decision-making body has reviewed and considered the information contained in this Mitigated Negative Declaration and the comments received during the public review period; and that revisions in the project plans or proposals made by or agreed to by the project applicant would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and, on the basis of the whole record before the decision-making body (including this Mitigated Negative Declaration) that there is no substantial evidence that the project as revised will have a significant effect on the environment.

2. Required Mitigation Measures:

Refer to the attached Environmental Initial Study for the rationale for requiring the following measures:

Biological Resources

- Permanent impacts to 0.30 acres of non-native grassland will be mitigated at a ratio of 0.5:1 through offsite acquisition of credits from the Rancho San Diego Mitigation Bank;
- All vegetation removal and trimming and construction will be conducted outside of the breeding season for the least Bell's vireo and the light footed clapper rail, which is March 15 through September 15, to avoid indirect impacts to these species.

Cultural Resources

A monitoring and mitigation cultural resources plan will be implemented for the area of the project site located at the northerly project limits. This area (55 meters by 3 meters) could not be surveyed due to poor ground visibility resulting from dense vegetation. A County certified archaeologist shall monitor vegetation removal and construction grading activities in the area not surveyed. Any discoveries of features or cultural deposits will be evaluated for significance. A mitigation program for data recovery will be implemented if significant cultural resources are discovered during monitoring. Any significant cultural materials discovered will be curated and housed at the San Diego Archaeological Center.

3. Critical Project Design Elements That Must Become Conditions of Approval:

NONE

ADOPTION STATEMENT: This Mitigated Negative Declaration was adopted and above California Environmental Quality Act findings made by the:

_____ (Decision-Making Body)

on _____ (Date/Item #)

NELSON E. OLIVAS, Public Works Manager
Department of Public Works

NEO: JMQ



County of San Diego

JOHN L. SNYDER
DIRECTOR

DEPARTMENT OF PUBLIC WORKS

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(858) 694-2233 FAX: (858) 268-0461
Web Site: sdcdpw.org

July 3, 2006

CEQA Initial Study - Environmental Checklist Form (Based on the State CEQA Guidelines, Appendix G Rev. 10/98)

1. Project Name/Number:

Plaza Bonita Bike Path Project, 1C4000

2. Lead agency name and address:

County of San Diego, Department of Public Works
5469 Kearny Villa Road, Suite 305
San Diego, CA 92123-1152

3. a. Contact Julia M. Quinn, Environmental Planning Manager

b. Phone number: (858) 874-4054

c. E-mail: Julia.quinn@sdcounty.ca.gov

4. Project location:

The project is located along Plaza Bonita Road between Bonita Road and Bonita Mesa Road in the unincorporated community of Bonita in southwestern San Diego County.

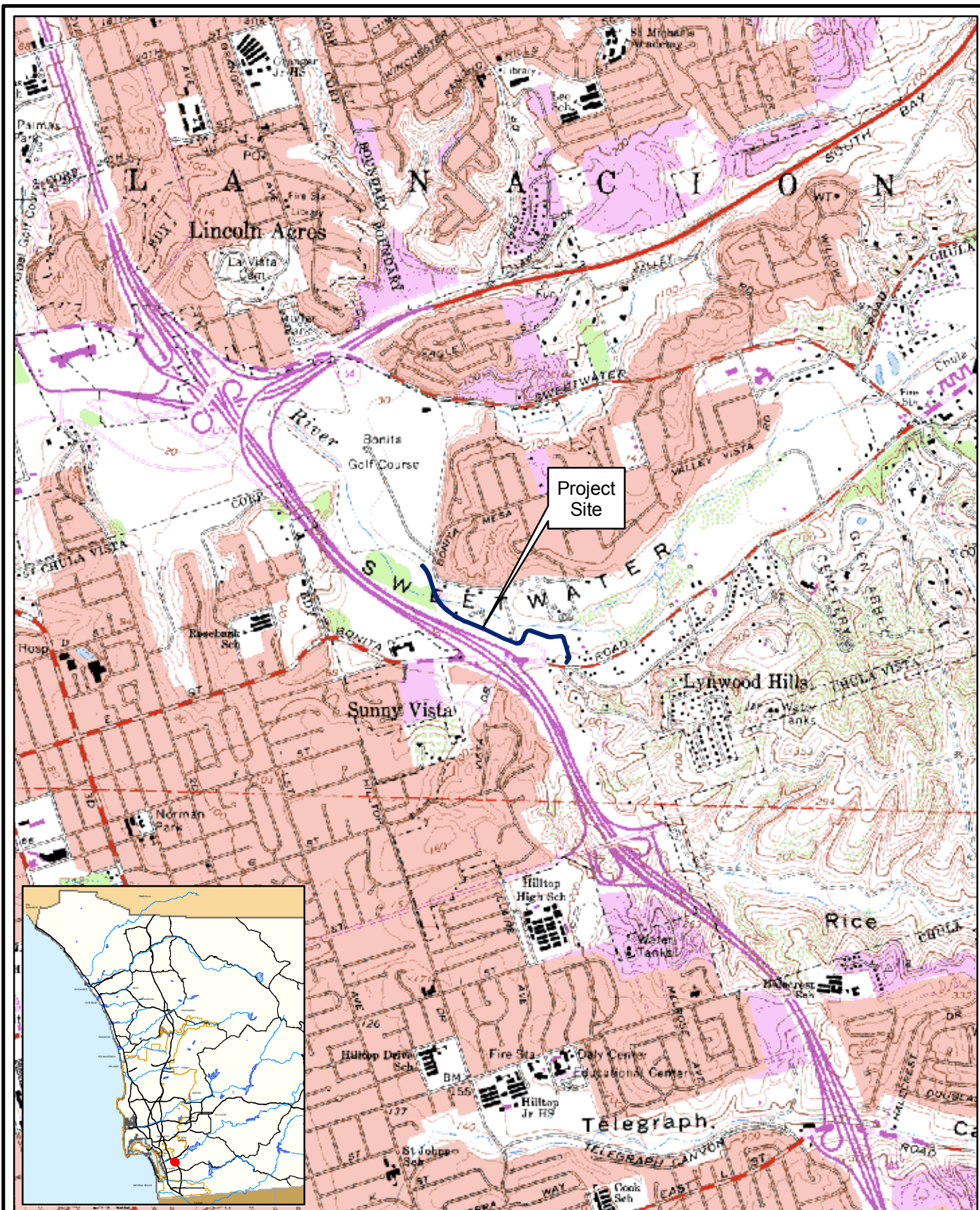
Thomas Brothers Coordinates: Page 1310, Grid D4-5, E5

5. Project sponsor's name and address:

County of San Diego, Department of Public Works, CIP Project Development
5555 Overland Avenue, Building 6, MS O340
San Diego, CA 92123

6. General Plan Designation

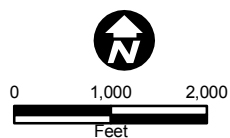
Community Plan:	Sweetwater
Land Use Designation:	N/A
Density:	N/A



Source: USGS 7.5' Quad Map - National City


Mooney Jones & Stokes

G:\GIS\06265_06\mxd\fig1_with_insert (6/19/06)



Project Location
Figure 1

7. Zoning

Use Regulation:	A70
Density:	N/A
Special Area Regulation:	N/A

8. Description of project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation):

The project involves construction of approximately 3,150 linear feet (lf) of two-way bike path and an equestrian trail along Plaza Bonita Road between Bonita Road and Bonita Mesa Road. The 8' wide paved bike path and a 5' wide equestrian trail within a 17' graded corridor, begins at the northeast corner of the Bonita Road-Plaza Bonita Road intersection and heads north through the Western Staging area parking lot of the County Sweetwater Regional Park. The bike path then connects with an existing dirt pathway at the northern edge of the staging area and heads in a westerly direction until it reaches a concrete underpass under Plaza Bonita Road. The bike path and equestrian trail traverses through the underpass and follows, for the most part, an existing disturbed path on the south side of Plaza Bonita Road for approximately 1,300 lf to the existing bridge over the Sweetwater River. At this point the bike path crosses the bridge deck on the west side, protected by a guardrail. The final 400 lf of the bike path connects from the end of the bridge to the northwest corner of the Plaza Bonita Road-Bonita Mesa Road intersection. Through this segment the bike path will be located behind the curb in the existing 9' wide parkway, again protected by a guardrail. This parkway is located east of the existing rip rap along the eastern bank of the Sweetwater River.

Construction will involve clearing the project footprint and then grading and compacting the pathway before installing base material and asphalt paving and/or decomposed granite. The expected equipment includes a motor grader, back hoe/loader, tandem roller asphalt paving machine, water truck and trucks/trailers.

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

The project is located in a portion of the County's Sweetwater Regional Park within an existing dirt pathway at the northern edge of a western staging area parking lot of the Park. The bike path then continues on the south side of Plaza Bonita Road to an existing bridge that crosses Sweetwater River. Vegetation in the project footprint is comprised of landscaped and disturbed habitat, non-native grassland and paved areas. Surrounding land uses include the Sweetwater Regional Park to the east; commercial development to the south and north; and Interstate 805 to the west.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

<u>Permit Type/Action</u>	<u>Agency</u>
Approval of construction contract	County of San Diego

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or a "Potentially Significant Impact Unless Mitigation Incorporated," as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology & Soils |
| <input type="checkbox"/> Hazards & Haz. Materials | <input type="checkbox"/> Hydrology & Water Quality | <input type="checkbox"/> Land Use & Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population & Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities & Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

- ☐ On the basis of this Initial Study, the Department of Planning and Land Use finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ On the basis of this Initial Study, the Department of Planning and Land Use finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ On the basis of this Initial Study, the Department of Planning and Land Use finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Signature Julia M. Quinn

Julia M. Quinn
Printed Name

Date June 26, 2006

Environmental Planning Manager
Title

I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: Scenic vistas are singular vantage points that offer unobstructed views of valued viewsheds, including areas designated as official scenic vistas along major highways or County designated visual resources. Based on a site visit completed by Department of Public Works staff on April 25, 2006, the proposed project is not located near or visible from a scenic vista and will not change the composition of an existing scenic vista. The project site is located on an existing trail within the boundaries of the County's Sweetwater Regional Park and existing road right-of-way. Therefore, the proposed project will not have any substantial adverse effect on a scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: State scenic highways refer to those highways that are officially designated. A scenic highway is officially designated as a State scenic highway when the local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation for scenic highway approval, and receives notification from Caltrans that the highway has been designated as an official Scenic Highway. Based on a site visit completed by Department of Public Works staff on April 25, 2006 the proposed project is not located near or visible within the same composite viewshed as a State scenic highway and will not change the visual composition of an existing scenic resource within a State scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area. The proposed project does not propose any substantial alterations to the visual environment, including landform modification or construction of structures. The proposed project is improvement of an existing trail on a portion of Sweetwater Regional Park and road right of way to provide an all weather surface for bicyclists. Therefore, the project will not alter the existing visual character or quality of the project site and surrounding area.

- d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area. The project does not propose any use of outdoor lighting or building materials with highly reflective properties such as highly reflective glass or high-gloss surface colors. Therefore, the project will not create any new sources of light pollution that could contribute to skyglow, light trespass or glare and adversely affect day or nighttime views in area.

II. AGRICULTURE RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project site and surrounding area, with radius of one mile, does not have lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore,

no Prime Farmland, Unique Farmland, or Farmland of Statewide will be converted to a non-agricultural use.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact:

The project site is zoned A70, which is considered to be an agricultural zone. However, the proposed project will not result in a conflict in zoning for agricultural use, because the proposed project is located within an existing trail in the Sweetwater Regional Park and existing road right of way and will not create a conflict with existing zoning for agricultural use. Additionally, the project site's land is not under a Williamson Act Contract. Therefore, there will be no conflict with existing zoning for agricultural use, or a Williamson Act contract.

c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area. The project site and surrounding area within radius of one mile do not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no Prime Farmland, Unique Farmland, or Farmland of Statewide will be converted to a non-agricultural use.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: Operation of the project will not result in emissions of significant quantities of criteria pollutants listed in the California Ambient Air Quality Standards or toxic air contaminants as identified by the California Air Resources Board. The project is the construction of an all weather bike path within an existing disturbed area. Therefore, the project will not conflict or obstruct with the implementation of the RAQS nor the SIP on a project or cumulative level.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact In general, air quality impacts from land use projects are the result of emissions from motor vehicles, and from short-term construction activities associated with such projects. The San Diego County Air Pollution Control District (SDAPCD) has established screening-level criteria for all new source review (NSR) in APCD Rule 20.2. For CEQA purposes, these screening-level criteria can be used as numeric methods to demonstrate that a project's total emissions (e.g. stationary and fugitive emissions, as well as emissions from mobile sources) would not result in a significant impact to air quality. Since APCD does not have screening-level criteria for emissions of volatile organic compounds (VOCs), the use of the screening level for reactive organic compounds (ROC) from the CEQA Air Quality Handbook for the South Coast Air Basin (SCAB), which has stricter standards for emissions of ROCs/VOCs than San Diego's, is appropriate. However, the eastern portions of the county have atmospheric conditions that are characteristic of the Southeast Desert Air Basin (SEDAB). SEDAB is not classified as an extreme non-attainment area for ozone and therefore has a less restrictive screening-level. Projects located in the eastern portions of the County can use the SEDAB screening-level threshold for VOCs.

The project proposes construction of an all weather bike path within an existing disturbed area. However, grading operations associated with the construction of the project would be subject to County of San Diego Grading Ordinance, which requires the implementation of dust control measures. Emissions from the construction phase would be minimal and localized, resulting in pollutant emissions below the screening-level criteria established by SDAPCD Rule 20.2 and by the

South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook section 6.2 and 6.3. The project will not generate new vehicle trips in the area. As such, the project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: San Diego County is presently in non-attainment for the 1-hour concentrations under the California Ambient Air Quality Standard (CAAQS) for Ozone (O_3). San Diego County is also presently in non-attainment for the annual geometric mean and for the 24-hour concentrations of Particulate Matter less than or equal to 10 microns (PM_{10}) under the CAAQS. O_3 is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage; and pesticides. Sources of PM_{10} in both urban and rural areas include: motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

A minor amount of emissions from construction equipment at the site would occur on a temporary basis during project construction. The project proposes no permanent increase in pollutant emissions. Emissions from project implementation would be minimal and localized. No increase in vehicular trips is anticipated as a result of the project. Further there is no substantial grading associated with construction of the project. According to the Bay Area Air Quality Management District CEQA Guidelines for Assessing the Air Quality Impacts of Projects and Plans, projects that generate less than 2,000 ADT are below the Screening-Level Criteria established by SDAPCD Rule 20.2 and by the SCAQMD CEQA air quality handbook section 6.2 and 6.3 for VOCs and PM_{10} . As such, the project will not result in the in a cumulatively considerable net increase of PM_{10} , or any O_3 precursors.

- d) Expose sensitive receptors to substantial pollutant concentrations?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: Air quality regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality.

The project is the construction of all weather bike path within an existing disturbed area. Based a site visit conducted by ESU staff on April 25, 2006, no sensitive receptors have been identified within a quarter-mile (the radius determined by the SCAQMD in which the dilution of pollutants is typically significant) occur of the proposed project. Further, the proposed project will not generate significant levels of air pollutants. As such, the project will not expose sensitive populations to excessive levels of air pollutants.

e) Create objectionable odors affecting a substantial number of people?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: No potential sources of objectionable odors have been identified in association with the proposed project. As such, no impact from odors is anticipated.

IV. BIOLOGICAL RESOURCES -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: Based on an analysis of the County's Geographic Information System (GIS) records, the County's Comprehensive Matrix of Sensitive Species, site photos, and a Biological Resources Report dated June 2006 prepared by Mooney-Jones & Stokes, the project site and surrounding area supports native vegetation. The project site supports non-native grassland, disturbed habitat, and landscaped/developed lands. The area adjacent to the proposed bike path contains southern willow riparian forest and disturbed riparian scrub associated with the Sweetwater River. During the field surveys, one sensitive avian species was

detected in the southern willow scrub forest adjacent to the existing tunnel under Plaza Bonita Road: the least Bell's vireo. Suitable habitat for the least Bell's vireo occurs along the Sweetwater River adjacent to the project site, but not in the project footprint. Least Bell's vireo were not observed within the project footprint, but were detected adjacent to the project area. A pair of light-footed clapper rails was also detected over one-half mile northwest of the project site adjacent to Interstate 805. No suitable habitat for the light-footed clapper rail occurs on or just adjacent to the project site. One sensitive plant species, two individuals of southwestern spiny rush, was observed near the project footprint but outside of the area planned for construction.

However, staff has determined that although the project area supports native biological habitat, the removal of this habitat will not result in substantial adverse effects, either directly or through habitat modifications, to species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service for the following reasons: No sensitive plant species are known to occur within the project footprint due to the absence of suitable habitat or conditions. Existing vegetative cover, including mature trees that could be used for nesting birds is not expected to change significantly during or after construction, and short term work is not expected to impact wildlife activity during construction since most work will take place from or immediately adjacent to the existing road or bike path. All construction will be conducted between September 16 and March 14, which is outside of the breeding season for the least Bell's vireo and clapper rail, to avoid impacts to these species. In addition, the project will not result in direct removal of habitat that is suitable for the vireo or clapper rail.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☒ Potentially Significant Unless
Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

Potentially Significant Unless Mitigation Incorporated: The proposed project is the construction of an all weather bike path within an existing trail in the County's Sweetwater Regional Park and along Plaza Bonita Road. The project site supports non-native grassland, disturbed habitat and landscaped/developed lands. The area adjacent to the proposed bike path contains southern willow riparian forest and disturbed riparian scrub associated with the Sweetwater River.

The project will result in 0.30 acres of permanent impacts to non-native grassland, which is a sensitive natural community as defined by the County MSCP and can be

used for raptor foraging. The 0.30 acres of non-native grassland impact will be mitigated at a 0.5:1 ratio for a total of 0.15 acres.

The project may require that several willows that overhang the existing bike path and bridge crossing over the Sweetwater River be trimmed. The County will have a qualified biologist on-site to monitor any trimming of willows. However, the project will not result in permanent removal of willows or other wetland or riparian habitat. All work adjacent to riparian habitats will be conducted above the river on the existing bridge deck and in upland habitat and existing disturbed areas, so the project will completely avoid direct impacts considered significant to any portion of the adjacent riparian habitat. Existing vegetative cover, including mature trees that could be used for nesting birds is not expected to change significantly during or after construction, and short term work is not expected to impact wildlife activity during construction since most work will take place from or immediately adjacent to the existing road or bike path. In addition, all construction will be conducted between September 16 and March 14, which is outside of the breeding season for the least Bell's vireo and clapper rail, to avoid impacts to these species.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless
Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

No Impact: Based on a site visit conducted by County staff on April 25, 2006, and as supported by the Biological Resources Technical Report, dated June 2006, and prepared by Mooney-Jones & Stokes, it has been determined that the proposed project site does not contain any wetlands as defined by Section 404 of the Clean Water Act, including, but not limited to, marsh, vernal pool, stream, lake, river or water of the U.S., that could potentially be impacted through direct removal, filling, hydrological interruption, diversion or obstruction by the proposed development. Therefore, no impacts will occur to wetlands defined by Section 404 of the Clean Water Act in which the Army Corps of Engineers maintains jurisdiction over.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

☐ Potentially Significant Impact

☒ Less than Significant Impact

☐ Potentially Significant Unless
Mitigation Incorporated

☐ No Impact

Discussion/Explanation:

Less than Significant Impact: Based on an analysis of the County's Geographic Information System (GIS) records, the County's Comprehensive Matrix of Sensitive Species, site photos, and a Biological Resources Technical Report dated June 2006, prepared by Mooney- Jones & Stokes, it has been determined that while the site has biological value, impedance of the movement of any native resident or migratory fish or wildlife species, the use of an established native resident or migratory wildlife corridors, and the use of native wildlife nursery sites would not be expected as a result of the proposed project for the following reasons:

Currently wildlife can move freely through the project area and the Sweetwater River which is located adjacent to the project site. The project site is located adjacent to the Sweetwater River West and the Sweetwater River Habitat Linkage, a regionally significant habitat linkage. The project does not propose construction within the creek, so will not significantly alter wildlife movement corridors within and surrounding the project site.

As discussed in Question IV. B), the project will result in permanent impacts to 0.30 acres of non-native grasslands, which is a sensitive natural community as defined by the County MSCP and can be used for raptor foraging. The project may require that several willows that overhang the existing bike path and bridge crossing over the Sweetwater River be trimmed. The County will have a qualified biologist on-site to monitor any trimming of willows. However, no removal of willows or other trees or sensitive habitats will be removed for construction of the bike path. However, no vegetation will be removed or trimmed during the breeding season. Permanent impacts to non-native grassland will be mitigated by purchasing credits at the County's Rancho San Diego Mitigation Bank.

- e) Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

☐ Potentially Significant Impact
☐ Potentially Significant Unless
Mitigation Incorporated

☒ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Less Than Significant Impact: The proposed project is located in a "take authorized area" within the limits of the South County Segment of the County's MSCP. The project is the construction of an all weather bike path within an existing trail and bike path on Plaza Bonita Road. No construction is proposed to take place within the Sweetwater River.

The project will result in 0.30 acres of permanent impacts to non-native grassland. The project may require that several willows that overhang the existing bike path and bridge crossing over the Sweetwater River be trimmed. The County will have a qualified biologist on-site to monitor any trimming of willows. However, no removal of willows or other trees or sensitive habitats will be removed for construction of the bike path. All these impacts are within a "take authorized area". Therefore, the project is consistent with the South County Segment of the County of San Diego MSCP Subarea. Take authorized findings have been prepared dated June 1, 2006. In addition, permanent impacts to non-native grassland will be mitigated at a 0.5:1 ratio through off-site acquisition of 0.15 acres of credits at the County's Rancho San Diego Mitigation Bank. In addition, no vegetation will be removed or trimmed during the breeding season to avoid impacts to sensitive avian species.

V. CULTURAL RESOURCES -- Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impacts: According to archival research, there are a number of historic sites in the project area, although no historic resources have been identified within the proposed project site. A pedestrian survey was conducted within the project APE by County DPW staff archaeologist, Gay Hilliard, on April 10, 2006. This survey revealed no historic cultural resources in the areas of the APE that were able to be surveyed. However, a portion of the APE (55 m X 3 m) at the sites most northwesterly limits precluded survey due to extremely poor ground visibility resulting from dense vegetation. The results of the archival research and survey are discussed in the Plaza Bonita Cultural Resources Report (May 2006).

Cultural resources monitoring will be conducted during vegetation removal and construction grading in the section of the APE that precluded survey. A monitoring and mitigation cultural resources plan will be implemented for the section of the APE not surveyed to address any potential significant historic resources discovered during ground breaking. A County certified archaeologist will be present to temporarily redirect or halt groundbreaking in the event that subsurface features and/or deposits are discovered. If historic cultural resources are discovered, they will be evaluated for significance. If historical resources are found to be significant, a data recovery plan will be implemented under CEQA Guidelines Section 15064.5 to mitigate for damaging or destroying a cultural resource. Any significant cultural resources will be curated at the San Diego Archaeological Center (Center).

With the cultural resources plan in place, any significant historic resources discovered during ground breaking will be recovered, analyzed in an archaeological laboratory, curated, and made available to the community for research, exhibit, and educational purposes through the Center. Through implementation of the cultural resources plan, impacts to historic sites are anticipated to be less than significant.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: Archival research was performed and the project site was surveyed by a County staff archaeologist, Gay Hilliard, on April 10, 2006, a report was prepared as discussed above in Section V.a. However, as noted above, there is one section of the proposed project area with dense vegetation that was not surveyed. The remainder of the proposed project site was surveyed with no archaeological resources observed.

As noted in the report, a section of the APE (55 m x 3 m) precluded survey due to poor ground visibility resulting from dense vegetation. A monitoring and data recovery plan will be implemented in the event of any significant cultural resource discoveries in the section of the APE that precluded survey and a report prepared. Any significant cultural resources will be recovered, analyzed, curated and made available for research, exhibits, and education purposes at the San Diego Archaeological Center. With the implementation of the mitigation measures described above, impacts to prehistoric cultural resources are less than significant.

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: A review of the paleontological maps provided by the San Diego Museum of Natural History indicates that the proposed project site is located on Quaternary alluvium and has no potential for producing fossil remains. Additionally, based on a site visit by DPW ESU staff Gay Hilliard on April 10, 2006, no known unique geologic features were identified on the property or in the immediate vicinity.

d) Disturb any human remains, including those interred outside of formal cemeteries?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: According to the archival research, historic and prehistoric archaeological resources have been discovered within a one-mile radius of the proposed project site; however, no human remains have been identified. As outlined in the CEQA Guidelines Section 15064.5, in the event that human remains are discovered during grading or construction of the project, the County will work with the appropriate Native Americans as identified by the Native American Heritage Commission (NAHC) and follow Public Resources Code Section 5097.98. By adhering to the aforementioned laws and regulations, the County ensures that all human remains and burial items will be appropriately treated and/ or disposed of with dignity as designated by the NAHC. By adhering to the aforementioned laws and regulations, discovery of human remains or associate burial items will be mitigated to less than significant impact.

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, Fault-Rupture Hazards Zones in California. Therefore, there will be no impact from the exposure of people or structures to adverse effects from a known hazard zone as a result of this project.

- ii. Strong seismic ground shaking?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not entail the construction of any buildings or structures. The project is the construction of an all weather bike path within an existing disturbed area. Therefore, there will be no impact from the exposure of people or structures to potential adverse effects from strong seismic ground shaking as a result of this project.

iii. Seismic-related ground failure, including liquefaction?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project site is located within an area identified as Quaternary Alluvium. The project does not propose to construct any buildings or structures at the project site. The project is the construction of an all weather bike path within an existing disturbed area. Therefore, there will be a less than significant impact from the exposure of people to adverse effects from a known area susceptible to ground failure.

iv. Landslides?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The site is not located within a landslide susceptibility zone. Based on a site visit by ESU staff on April 25, 2006, staff has determined that the geologic environment of the project area is not located within an area of potential or pre-existing conditions that could become unstable in the event of seismic activity.

b) Result in substantial soil erosion or the loss of topsoil?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: According to the Soil Survey of San Diego County, the soils on-site are identified as Salinas clay, 0-2% slopes and Chino silt loam, 0-2% slopes that has a soil erodibility rating of "slight" as indicated by the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973. Moreover, the project will not result in unprotected erodible soils; will not alter existing drainage patterns; is not located in a floodplain, wetland, or significant drainage feature; and will not develop steep slopes. The project will require minimal grading to install the all weather bike path surface. However, the project is required to comply with the San Diego County Code of Regulations, Title 8, Zoning and Land Use Regulations, Division 7, Sections 87.414 (DRAINAGE - EROSION PREVENTION) and 87.417 (PLANTING). Due to these factors, it has been found that the project will not result in substantial soil erosion or the loss of topsoil.

- c) Will the project produce unstable geological conditions that will result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction or collapse?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is not located on or near geological formations that are unstable or would potentially become unstable as a result of the project. On a site visit conducted by ESU staff on April 25, 2006, no geological formations or features were noted that would produce unstable geological conditions as a result of the project. The site is relatively flat. For further information refer to VI Geology and Soils, Question a., i-iv listed above.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not contain expansive soils as defined by Table 18-I-B of the Uniform Building Code (1994). The soils on-site are identified as Salinas clay, 0-2% slopes and Chino silt loam, 0-2% slopes. These soils have a shrink-swell behavior of low and represent no substantial risks to life or property. In addition, the

area where the bike path will be constructed is an existing trail that has previously graded or within an existing roadway. Therefore, the project will not create a substantial risk to life or property. This was confirmed by staff review of the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area. The project does not propose any septic tanks or alternative wastewater disposal systems since no wastewater will be generated.

VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area. The project will not create a significant hazard to the public or the environment because it does not propose the storage, use, transport, emission, or disposal of Hazardous Substances, nor are Hazardous Substances proposed or currently in use in the immediate vicinity.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area. The project will not contain, handle, or store any potential sources of chemicals or compounds that would present a significant risk of accidental explosion or release of hazardous substances.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is not located within one-quarter mile of an existing or proposed school. Therefore, the project will not have any effect on an existing or proposed school.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is not located on a site listed in the State of California Hazardous Waste and Substances sites list compiled pursuant to Government Code Section 65962.5.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is not located within a Comprehensive Land Use Plan (CLUP) for airports; or within two miles of a public airport. Also, the project does not propose construction of any structure equal to or greater than 150 feet in

height, constituting a safety hazard to aircraft and/or operations from an airport or heliport. Therefore, the project will not constitute a safety hazard for people residing or working in the project area.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is not within one mile of a private airstrip. As a result, the project will not constitute a safety hazard for people residing or working in the project area.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

The following sections summarize the project's consistency with applicable emergency response plans or emergency evacuation plans.

i. OPERATIONAL AREA EMERGENCY PLAN:

Less Than Significant Impact: The Operational Area Emergency Plan is a framework document that provides direction to local jurisdictions to develop specific operational operation area of San Diego County. It provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The project will not interfere with this plan because it will not prohibit subsequent plans from being established.

ii. SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

No Impact: The San Diego County Nuclear Power Station Emergency Response Plan will not be interfered with by the project due to the location of the project, plant and the specific requirements of the plan. The emergency plan for the San Onofre Nuclear Generating Station includes an emergency planning zone within a 10-mile radius. All

land area within 10 miles of the plant is not within the jurisdiction of the unincorporated County and as such a project in the unincorporated area is not expected to interfere with any response or evacuation.

iii. OIL SPILL CONTINGENCY ELEMENT

No Impact: The Oil Spill Contingency Element will not be interfered with because the project is not located along the coastal zone or coastline.

iv. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

No Impact: The Emergency Water Contingencies Annex and Energy Shortage Response Plan will not be interfered with because the project does not propose altering major water or energy supply infrastructure, such as the California Aqueduct.

v. DAM EVACUATION PLAN

No Impact: The Dam Evacuation Plan for will not be interfered with because the project is located within a dam inundation zone.

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

No Impact: The project site is located in an urban area and there are no adjacent wildland areas. The project is the construction of an all weather bike path and equestrian trail within an existing disturbed area. No structures are proposed for this project. Therefore, based on the location of the, it is not anticipated that the project will expose people or structures to a significant risk of loss, injury or death involving hazardous wildland fires.

- i) Expose people to significant risk of injury or death involving vectors, including mosquitoes, rats or flies?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

No Impact: The project does not involve or support uses that allow water to stand for a period of 72 hours (3 days) or more (e.g. lagoons, agricultural irrigation ponds). Also, the project does not involve or support uses that will produce or collect animal waste, such as equestrian facilities, agricultural operations (chicken coops, dairies etc.), solid waste facility or other similar uses. Moreover, based on a site visit conducted by ESU staff on April 25, 2006, there are none of these uses on adjacent properties. Therefore, the project will not expose people to significant risk of injury or death involving vectors.

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any waste discharge requirements?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not propose waste discharges that require waste discharge requirement permits, NPDES permits, or water quality certification from the San Diego Regional Water Quality Control Board (SDRWQCB). In addition, the project does not propose any known sources of polluted runoff or land use activities that would require special site design considerations, source control Best Management Practices (BMPs) or treatment control BMPs, under the San Diego Municipal Storm Water Permit (SDRWQCB Order No. 2001-01).

b) Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project lies in the Sweetwater hydrologic subarea, within the Lower Sweetwater River (909.12) hydrologic unit – portions of this watershed are impaired for coliform bacteria and metals. However, the project does not propose any known sources of pollutants, or land use activities that might contribute these pollutants.

c) Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The Regional Water Quality Control Board has designated water quality objectives for waters of the San Diego Region as outlined in Chapter 3 of the Water Quality Control Plan (Plan). The water quality objectives are necessary to protect the existing and potential beneficial uses of each hydrologic unit as described in Chapter 2 of the Plan.

The project lies in the Sweetwater hydrologic subarea, within the Lower Sweetwater River (909.12) hydrologic unit that has the following existing and potential beneficial uses for inland surface waters, coastal waters, reservoirs and lakes, and ground water: municipal and domestic supply; agricultural supply; industrial process supply, industrial service supply; contact water recreation; non-contact water recreation; warm freshwater habitat; cold freshwater habitat; wildlife habitat; preservation of biological habitats of special significance; and rare, threatened, or endangered species habitat.

The project proposes potential sources of polluted runoff from construction activities, including grading that could cause sediment and soils to be released off site and carried downstream from the project. However, the following site design measures and/or source control BMP's will be employed to reduce potential pollutants in runoff to the maximum extent practicable, such that the proposed project will not cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses. The proposed BMPs for construction include, silt fences, gravel bags, storm drain inlet protection, and erosion control measures.

In addition, the proposed BMP's are consistent with regional surface water, storm water and groundwater planning and permitting process that has been established to improve the overall water quality in County watersheds. As a result, the project will not contribute to a cumulatively considerable exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses. Refer to Section VIII., Hydrology and Water Quality, Question b, for more information on regional surface water and storm water planning and permitting process.

- d) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project will not use any groundwater for any purpose, including irrigation, domestic or commercial demands. In addition, the project does not involve operations that would interfere substantially with groundwater recharge including, but not limited to the following: the project does not involve regional diversion of water to another groundwater basin; or diversion or channelization of a stream course or waterway with impervious layers, such as concrete lining or culverts, for substantial distances (e.g. ¼ mile). These activities and operations can substantially affect rates of groundwater recharge. Therefore, no impact to groundwater resources is anticipated.

- e) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not involve construction of new or expanded development that could substantially alter the drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. The project is the construction of an all weather bike path within an existing trail and roadway and graded parkway. No structures are proposed for this project. The project will result in minimal increase in impervious surfaces. The project site is in a developed and disturbed area and the project will not substantially alter the existing natural topography, vegetation, or drainage courses on-site or off-site.

- f) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not involve construction of new or expanded development that could alter the drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The project site is an existing graded trail and paved roadway and proposed project will not substantially alter the existing natural topography, vegetation, or drainage courses on-site or off-site.

- g) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area. No structures are proposed for this project. There are no existing or planned storm water drainage systems proposed by the project, nor does the project require such systems.

- h) Provide substantial additional sources of polluted runoff?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes construction activities including grading that could cause sediment to be released downstream from the project. However, the following site design measures and/or source control BMPs and/or treatment control BMPs will be employed such that potential pollutants will be reduced in runoff to the maximum extent practicable: stabilized construction entrance; silt fences, fiber rolls, and gravel bags. Refer to VIII Hydrology and Water Quality Questions a, b, c, for further information.

- i) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including County Floodplain Maps?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: Areas mapped on a FEMA floodplain map or County Floodplain Map are located adjacent to the project site. However, the project is not proposing to place structures with a potential for human occupation within these areas and will not place access roads or other improvements that will limit access during flood events or affect downstream properties; therefore, no impact will occur.

- j) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: Areas mapped on a FEMA floodplain map or County Floodplain Map are located adjacent to the project site. However, the project is not proposing to place structures with a potential for human occupation within these areas and will not place access roads or other improvements that will limit access during flood events or affect downstream properties; therefore, no impact will occur.

- k) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project proposes no structures or otherwise occupied areas. The project is the construction of an all weather bike path within an existing disturbed area. Therefore, the project will not expose people to a significant risk of loss, injury or death involving flooding.

- l) Inundation by seiche, tsunami, or mudflow?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

i. SEICHE

No Impact: The project site is not located along the shoreline of a lake or reservoir; therefore, could not be inundated by a seiche.

ii. TSUNAMI

No Impact: Tsunami – The project site is located more than a mile from the coast; therefore, in the event of a tsunami, would not be inundated.

iii. MUDFLOW

No Impact: Mudflow is type of landslide. The site is not located within a landslide susceptibility zone. Also, DPW ESU has determined that the geologic environment of the project area is not located within an area of potential or pre-existing conditions that could become unstable in the event of seismic activity. In addition, the project does propose land disturbance that will expose soils and the project is not located downstream from exposed soils within a landslide susceptibility zone. Therefore, it is not anticipated that the project will expose people or property to inundation due to a mudflow.

IX. LAND USE AND PLANNING -- Would the project:

a) Physically divide an established community?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless | <input checked="" type="checkbox"/> No Impact |
| <input type="checkbox"/> Mitigation Incorporated | |

Discussion/Explanation:

No Impact: The project does not propose the introducing new infrastructure such major roadways or water supply systems, or utilities to the area. Therefore, the proposed project will not significantly disrupt or divide the established community.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless | <input checked="" type="checkbox"/> No Impact |
| <input type="checkbox"/> Mitigation Incorporated | |

Discussion/Explanation:

No Impact: The project does not propose to alter the use of land in any way. The project is the construction of an all weather bike path within an existing disturbed

area. In review of the project, no conflicts with environmental plans or policies adopted by other agencies have been identified.

X. MINERAL RESOURCES -- Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: Although the project site has been classified by the California Department of Conservation – Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997) as an area of undetermined mineral resources MRZ-3, the project is construction of an all weather bike path within an existing disturbed area and roadway and will not impact any mineral resources. Therefore, no potentially significant loss of availability of a known mineral resource of value to the region and the residents of the state will occur as a result of this project. Moreover, if the resources are not considered significant mineral deposits, loss of these resources cannot contribute to a potentially significant cumulative impact.

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project site is zoned A-70, which is not considered to be an Extractive Use Zone (S-82) nor does it have an Impact Sensitive Land Use Designation (24) with an Extractive Land Use Overlay (25) (County Land Use Element, 2000).

XI. NOISE -- Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is construction of an all weather bike path within an existing disturbed area and roadway. The project is for an unmanned facility that does not support any noise-generating equipment. Therefore, the project will not expose people to or generate any noise levels that exceed the allowable limits of the County of San Diego Noise Element of the General Plan, County of San Diego Noise Ordinance, and other applicable local, State, and Federal noise control regulations.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less than Significant Impact with Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not propose any of the following land uses that can be impacted by groundborne vibration or groundborne noise levels.

1. Buildings where low ambient vibration is essential for interior operation, including research and manufacturing facilities with special vibration constraints.
2. Residences and buildings where people normally sleep including hotels, hospitals, residences and where low ambient vibration is preferred.
3. Civic and institutional land uses including schools, churches, libraries, other institutions, and quiet office where low ambient vibration is preferred.
4. Concert halls for symphonies or other special use facilities where low ambient vibration is preferred.

Also, the project does not propose any major, new or expanded infrastructure such as mass transit, highways or major roadways or intensive extractive industry that could generate excessive groundborne vibration or groundborne noise levels on-site or in the surrounding area.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area and roadway. The project is for an unmanned facility that does not support any noise-generating equipment. Therefore, the project would not result in a substantial permanent increase in existing ambient noise levels in the project vicinity.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area and roadway. Temporary construction noise will be generated, however, the temporary increase over existing for general construction noise is not expected to exceed the construction noise limits of the County of San Diego Noise Ordinance (Section 36-410), which are derived from State regulation to address human health and quality of life concerns. Construction operations will occur only during permitted hours of operation pursuant to Section 36-410. Also, it is not anticipated that the project will operate construction equipment in excess of 75 dB for more than an 8 hours during a 24-hour period. Therefore, the project would not result in a substantial temporary or periodic increase in existing ambient noise levels in the project vicinity.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is not located within a Comprehensive Land Use Plan (CLUP) for airports or within 2 miles of a public airport or public use airport. Therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
|---|---|

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |
|---|---|

Discussion/Explanation:

No Impact: The proposed project is not located within a one-mile vicinity of a private airstrip; therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

XII. POPULATION AND HOUSING -- Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area and roadway. The proposed project will not induce substantial population growth in an area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in an area including, but limited to the following: new or extended infrastructure or public facilities; new commercial or industrial facilities; large-scale residential development; accelerated conversion of homes to commercial or multi-family use; or regulatory changes including General Plan amendments, specific plan amendments, zone reclassifications, sewer or water annexations; or LAFCO annexation actions.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area and roadway. The proposed project will not displace any existing housing since all work is limited to an existing trail within the County's Sweetwater Regional Park and County road right-of-way.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area and roadway, and will not displace a substantial number of people since all work is limited to an existing trail within the County's Sweetwater Regional Park and County road right-of-way.

XIII. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance service ratios, response times or other performance objectives for any of the public services:

- i. Fire protection?
- ii. Police protection?
- iii. Schools?
- iv. Parks?
- v. Other public facilities?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area and roadway that is currently used for that purpose. The project does not entail any new uses that would rely on fire protection, police protection, public schools, parks, or other public facilities. The project does not involve the construction of new or physically altered governmental facilities including but not limited to fire protection facilities, sheriff facilities, schools, or parks in order to maintain acceptable service ratios, response times or other performance service ratios or objectives for any public services. Therefore, the project will not have an adverse physical effect on the environment because the project does not require new or significantly altered services or facilities to be constructed.

XIV. RECREATION

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not propose any residential use, included but not limited to a residential subdivision, mobile home park, or construction for a single-family residence that may increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project is the construction of an all weather bike path within an existing disturbed area and roadway being used for that purpose. The project involves expanded recreational facilities. However, as outlined in the Environmental Analysis Form Section I-XVII, the expanded project will not result in adverse physical affect on the environment.

XV. TRANSPORTATION/TRAFFIC -- Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area and roadway being used for that purpose. The project does not propose any additional ADTs; therefore, the proposed project will have no impact on the existing traffic load and capacity of the street system.

- b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area and roadway being used for that purpose. The project does not propose any additional ADTs; therefore, the proposed project will have no impact on the level of service standard established by the County congestion management agency for designated roads or highways.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is located outside of an Airport Master Plan Zone and is not adjacent to any public or private airports; therefore, the project will not result in a change in air traffic patterns.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project will not alter traffic patterns, roadway design, or place incompatible uses (e.g., farm equipment) on existing roadways.

- e) Result in inadequate emergency access?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area and roadway being used for that purpose. The proposed

project will not result in inadequate emergency access. The project is not served by a dead-end road that exceeds the maximum cumulative length permitted by the Consolidated Fire Code for the 17 Fire Protection Districts in San Diego County; therefore, the project has adequate emergency access.

f) Result in inadequate parking capacity?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: No on-site or off-site parking is required or proposed. The proposed project is the construction of an all weather bike path within an existing disturbed area and roadway being used for that purpose. Thus, parking will not result in an insufficient capacity on-site or off-site.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is the construction of an all weather bike path within an existing disturbed area and roadway being used for that purpose. The project will improve access to pedestrians and bicyclists in the area, and therefore, will not conflict with policies regarding alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not involve any uses that will discharge any wastewater to sanitary sewer or on-site wastewater systems (septic). Therefore, the project will not exceed any wastewater treatment requirements.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path within an existing disturbed area and roadway being used for that purpose. The project does not include new or expanded water or wastewater treatment facilities. In addition, the project does not require the construction or expansion of water or wastewater treatment facilities. Therefore, the project will not require any construction of new or expanded facilities, which could cause significant environmental effects.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not include new or expanded storm water drainage facilities. Moreover, the project does not involve any landform modification or require any source, treatment or structural Best Management Practices for storm water. Therefore, the project will not require any construction of new or expanded facilities, which could cause significant environmental effects.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project does not involve or require water services from a water district. The project is the construction of an all weather bike path that does rely on water service for any purpose.

- e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is the construction of an all weather bike path and will not produce any wastewater; therefore, the project will not interfere with any wastewater treatment providers service capacity.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is construction of an all weather bike path and will not generate any solid waste nor place any burden on the existing permitted capacity of any landfill or transfer station within San Diego County.

- g) Comply with federal, state, and local statutes and regulations related to solid waste?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is construction of an all weather bike path and will not generate any solid waste nor place any burden on the existing permitted capacity of any landfill or transfer station within San Diego County. Therefore, compliance with any Federal, State, or local statutes or regulation related to solid waste is not applicable to this project.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered

plant or animal or eliminate important examples of the major periods of California history or prehistory?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: Per the instructions for evaluating environmental impacts in this Initial Study, the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in sections IV and V of this form. In addition to project specific impacts, this evaluation considered the projects potential for significant cumulative effects. Resources that have been evaluated as significant would be potentially impacted by the project, particularly Biological Resources. However, mitigation has been included that clearly reduces these effects to a level below significance. This mitigation includes habitat based mitigation for direct impacts to sensitive vegetation communities and avoidance of construction during the bird breeding season (March 15 through September 15) to avoid indirect impacts to nesting birds. As a result of this evaluation, there is no substantial evidence that, after mitigation, significant effects associated with this project would result. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

FOR ALL RESPONSES

The following list of past, present and future projects were considered and evaluated as a part of this Initial Study:

PROJECT NAME	PERMIT/MAP NUMBER
Spring Valley Suspension Bridge	UJ2210
Central Ave Flood Control Improvements	FCDT-00138

Less Than Significant Impact: Per the instructions for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in the response to each question in sections I through XVI of this form. In addition to project specific impacts, this evaluation considered the projects potential for incremental effects that are cumulatively considerable. As a result of this evaluation, there is no substantial evidence that there are cumulative effects associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

- c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to certain questions in sections I. Aesthetics, III. Air Quality, VI. Geology and Soils, VII. Hazards and Hazardous Materials, VIII Hydrology and Water Quality XI. Noise, XII. Population and Housing, and XV. Transportation and Traffic. As a result of this evaluation, there is no substantial evidence that there are adverse effects on human beings associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

XVIII. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

All references to Federal, State and local regulation are available on the Internet. For Federal regulation refer to <http://www4.law.cornell.edu/uscode/>. For State regulation refer to www.leginfo.ca.gov. For County regulation refer to www.amlegal.com. All other references are available upon request.

County of San Diego, Department of Public Works, Plaza Bonita Bike Path project Cultural Resources Survey Report (May 2006)

Mooney- Jones and Stokes, Biological Resources Technical Report for the Plaza Bonita Bike Path Project (June 2006)

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American Planning Association, Planning Advisory Service Report Number 476.

American Planning Association, Zoning News, "Saving Homes from Wildfires: Regulating the Home Ignition Zone," May 2001.

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California Department of Water Resources, Water Facts, No. 8, August 2000.

California Education Code, Section 17215 and 81033.

California Emergency Services Act Government Code, Title 2, Division 1, Chapter 7 § 8585-8589.

California Emergency Services Act, Government Code, Title 2, Division 1, Chapter 7 § 8585-8589.

California Environmental Quality Act, CEQA Guidelines, 2003.

California Environmental Quality Act, Public Resources Code 21000-21178; California Code of Regulations, Guidelines for Implementation of CEQA, Appendix G, Title 14, Chapter 3, §15000-15387.

California Farmland Conservancy Program, 1996.

California General Plan Glossary of Terms, 2000.

California Health & Safety Code Chapter 6.95 and §25316 and §25117.

California Health & Safety Code Section 2000-2067.

California Integrated Waste Management Act. Public Resources Code, Division 30, Waste Management, Sections 4000-41956.

California Native American Graves Protection and Repatriation Act, (AB 978), 2001.

California Public Utilities Code, SDCRAA. Public Utilities Code, Division 17, Sections 170000-170084.

California Register of Historical Resources. Public Resources Code. §5024.1.

California Resources Agency, "OES Dam Failure Inundation Mapping and Emergency Procedures Program", 1996.

California Resources Agency, "OES Dam Failure Inundation Mapping and Emergency Procedures Program", 1996.

California State Building Code, Part 2, Title 24, CCR, Appendix Chapter 3, Sound Transmission Control, 1988.

California State Mining and Geology Board, SP 51, California Surface Mining and Reclamation Policies and Procedures, January 2000.

California Storm Water Quality Association, California Storm Water Best Management Practice Handbooks, 2003.

California Street and Highways Code. California Street and Highways Code, Section 260-283.

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CEQA Air Quality Handbook, South Coast Air Quality Management District, Revised November 1993.

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- 2001 and Amendments to the Fire Code portion of the State Building Standards Code, 1998 Edition.
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